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C O N F I D E N T I A L SECTION 01 OF 02 BANGKOK 001676

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E.O. 12958: DECL: 03/20/2016
TAGS: [PGOV](#) [PREL](#) [PTER](#) [MARR](#) [SCNV](#) [TH](#)
SUBJECT: THAILAND: MARITIME SECURITY RULES AND
ORGANIZATIONAL STRUCTURE

Classified By: Political Counselor Susan M. Sutton, Reasons 1.4 (b) and
(d).

1.
(C) SUMMARY

1. (C) With the growing interest in maritime governance and security in the Malacca Strait and Thailand's Port Facilities, the Thai Director of Harbor, Somnuck Sukavanich, outlines the policies, procedures and structures currently providing safety and security to shipping activities. End Summary.

THAILANDS MARITIME SECURITY ORGANIZATION -----

2. (C) The International Maritime Organization (IMO) is the United Nations' specialized agency responsible for improving maritime safety, security, and preventing pollution from ships. It appoints Recognized Security Organizations (RSO) to act on behalf of the IMO and work directly with contracting governments. Somnuck Sukavanich--Director of Thailand's Harbor, Maritime Safety and Environment Bureau--works with the RSO and oversees the government's role to enforce international law, set security levels and provide guidance for protections of own ports from security threats. The Maritime Bureau also carries out port facility security assessments and reviews and approves security plans. Ship companies interested in doing business in Thailand are required to implement and maintain a Ship Security Plan. This security plan is then reviewed and coordinated with the Port Facilities to ensure appropriate security levels are established based on the Ship and Port Facility Security Plans.

SOLAS XI-1: MARITIME SAFETY -----

3. (C) Enhancing maritime safety is ensuring that each link in the chain of responsibility fully meets its obligations. In order to enhance global maritime security, amendments to Safety of Life at Sea (SOLAS) were introduced establishing the International Ship and Port Facility Security Code. Flag, port and coastal states, ship-owners, classification societies and other stakeholders all have an important role to play in collectively implementing, maintaining and raising the standards of shipping. Access to information, transparency, and an inclusive approach in developing measures for the uniform and effective implementation of IMO

instruments are critical tools that aid the Thai Director of Harbor to successfully enhance maritime safety in Bangkok's harbors.

Some of the key changes to the SOLAS 2004 Safety Amendment include:

- Regulation 3: Ship Identification Number--all vessels must have a 7 digit IMO number permanently marked on the ships hull externally and internally. This applies to passenger ships 100GRT (gross tonnage) or greater and cargo ships 300GRT or greater.
- Regulation 5: Continuous Synopsis Record (CSR)--a documentary record of ship's history to be variable on board for verification purposes. The flag state is responsible for issuing the CSR for all ships entitled to fly its flag.
- Modifications to Chapter 5: Safety of Navigation--ships, other than passenger ships and tankers, of 300GRT or greater but less than 500GRT will be required to be fitted for the Automatic Information Systems (AIS). Ships with AIS will be required for it to be in operation at all times to aid in identification, location, speed, and navigation except where international agreements provide for the protection of navigational information.

Ships are restricted from entering Thailand's harbors if they do not have proper identification, CSR or AIS equipment.

SOLAS XI-2: MARITIME SECURITY

14. (C) The amendments to the 1974 SOLAS were adopted by IMO and Thailand to enhance maritime security on board ships and at ship/port interface areas. This new security amendment

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XI-1 contains the mandatory requirement for ships to comply with the new International Ship and Port Facility Security Code (ISPS Code). This Code contains detailed security-related requirements for governments, port authorities and shipping companies together with a series of guidelines about how to meet these requirements. This amendment chapter applies to passenger ships and cargo ships of greater than 500 GRT, including high speed craft, mobile offshore drilling units and port facilities serving such ships engaged on international voyages

Highlighted security regulations in this brand-new include:

- Regulation XI-2/2: ISPS Code--requires administrations to set security levels and ensure the provision of security level information to ships entitled to fly their flag. Prior to entering a port, or within the territory of a Contracting Government, a ship shall comply with the requirements for the security level set by the Contracting Government, if that security level is higher than the security level set by the administration for that ship.
- Regulation XI-2/6: Ship Security Alert System--requires all ships to be provided with a ship security alert system. When activated the ship security alert system shall initiate and transmit a ship-to-shore security alert to a competent authority designated by the administration, identifying the ship, its location and indicating that the security of the ship is under threat or it has been compromised. The system will not raise any alarm on-board the ship. The ship security alert system shall be capable of being activated from the navigation bridge and in at least one other location.
- Regulation XI-2/10: Port Facilities--requires port facility assessments are carried out and that port facility security plans are developed, implemented and reviewed in accordance with the ISPS Code.

Other regulations in this chapter cover the provision of information to IMO, the control of ships in port, and the specific responsibility of Companies.

HEIGHTENED ENVIRONMENTAL CONSCIOUSNESS

15. (C) Somnuck expressed Thailand's growing awareness and intolerance of environmental pollution from shipping incidents. Ensuring the preservation of aquatic systems and preventing the introduction of harmful substances from ships into the marine environment are a major focus of the Department of Thai Maritime. Some of the challenges facing Somnuck include being proactive in identifying and addressing shipping activities that could have an adverse impact on the environment and developing effective responses to shipping incidents in order to mitigate their environmental impact.

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